



IR-75 Reconstruction Project Maintenance of Traffic & Sequence of Construction

Maintenance of Traffic

(Note: The following information is subject to change)

General

Two lanes of traffic will be maintained on I-75 in each direction at all times with few exceptions. Rolling stops will be implemented during off-peak hours to allow for bridge beam removal and erection. Side road improvements included with the projects will be handled on a case by case basis. Signed detours will be provided for closures where warranted.

The project has been divided into three separate segments (Refer to map):

1. Reservoir Road & Fourth Street overpass replacement (2012; 1 year duration)
2. I-75 North Reconstruction Segment from Fourth Street to Bible Road
(Begins 2013; 2 year duration)
3. I-75 South Reconstruction Segment from the Auglaize County line to Fourth Street
(Begins 2014; 2 year duration)

Reservoir Road & Fourth Street Overpass Replacement (2012)

- a. Construction will begin in Spring of 2012 and be completed by the end of 2012.
- b. Reservoir Road and the north end of Bryn Mawr Avenue will be closed and traffic detoured.
- c. Demolition of the Reservoir Road overpass will require lane closures on I-75 in early Spring of 2012 during Permitted Lane Closure times. One lane of traffic will be maintained except during collapsing of the structure.
- d. Fourth Street overpass will be closed throughout construction of the new bridge and roadway approaches. Local crossing traffic using Fourth Street will be detoured.
- e. Demolition of the Fourth Street overpass will be achieved while maintaining two lanes on I-75 below at all times. The on-ramps will be closed during the demo period which will be performed during Permitted Lane Closure times and staggered with the Reservoir Road demo closures to reduce impacts to I-75 traffic.
- f. The Fourth Street NB & SB entrance ramps will need to be closed for a period of 30 days to allow for the construction of the center pier. The IR 75 traffic will be moved over and will utilize the ramp pavement.
- g. I-75 NB and SB traffic exiting and wanting to cross over the Fourth Street bridge will be directed to the next exit to turn around.
- h. IR-75/Fourth Street ramps will remain open (except as noted above) and will be reconstructed with I-75 in 2013.

I-75 North Reconstruction Segment (2013-2014)

- a. Construction will begin in spring of 2013 and will be completed by the end of 2014.
- b. I-75 in the North Segment will be constructed using part-width methods in two major phases; Phase 1 will build the outside (2013) and Phase 2 will build the inside portions and the grass median (2014).
- c. The proposed ramps and cross roads at all three interchanges (Fourth St., SR309, & SR81) will be completed by the end of the first season (2013).
- d. The ramps at the Fourth Street interchange will be reconstructed in early Spring of 2013. Fourth Street ramp closures will extend approx. 30 days. Exiting I-75 traffic will be detoured to the next exit. Traffic desiring to enter I-75 at Fourth Street will also be detoured.
- e. The Fourth Street ramps will be open when ramp movements at SR309 are restricted.
- f. The Interchange at SR309/117 (Harding Hwy.) will be reconfigured as a diamond with signalized ramp intersections.
- g. Dean Avenue (and it's sharing of the NB on-ramp) will be eliminated and the local streets network re-aligned.
- h. SR 309/117 will be constructed using part-width methods (Phase 1 & 2) while I-75 mainline is under Phase I part-width construction.
- i. One lane will be maintained in each direction on SR309 through the interchange area.
- j. WB SR309 traffic east of I-75 will be directed to use an alternate route that follows Lost Creek Blvd to Greely Chapel Rd to Fourth Street
- k. WB SR 117 traffic east of Lima will be directed to an alternate route at Greely Chapel Rd To Fourth Street
- l. WB SR309 ramp traffic will be maintained on existing ramps for Phase 1 SR309 work (Spring/Summer 2013).
- m. Ramp traffic will be shifted over to the new ramps in the Fall of 2013.
- n. The SB on-ramp will be closed in the Fall of 2013 for approximately 30 days. Traffic will be detoured to the NB on-ramp to use the SR81 interchange to turn around.
- o. The contractor will be instructed to assure that consecutive exit and entrance ramps are not closed at the same time to shorten the detour distances.
- p. The Interchange at SR 81 will be reconfigured as a diamond with signalized ramp intersections.
- q. SR 81 will be reconstructed between Neubrecht and Stewart as a four-lane undivided highway using full-width and part-width construction methods.
- r. One lane of traffic will be maintained in each direction on SR81 during all phases of construction.
- s. All four ramps at SR81 will need to be closed for short-term proposed tie-in work late in 2013. Traffic will be detoured to the Bluelick interchange north of SR81 and N. Dixie Hwy. The closures will likely be staggered.

I-75 South Reconstruction Segment (2014-2015)

- a. Construction will begin in Spring of 2014 and will be completed by the end of 2015.
- b. I-75 in the South Segment will be constructed in two major phases using contra-flow construction methods. Phase 1 will maintain 3 lanes (2-NB & 1-SB) on the NB side using existing pavement, temporary pavement, and temporary bridge widening while 1 lane (SB) will be using the SB lanes.
- c. The Breese Road overpass, approaches, and portions of ramps will be reconstructed in the first half of the mainline Phase 1 (Spring of 2014). Breese Road will be closed for this period (approximately 150-180 days) and traffic will be detoured using National Road to the south and SR65 to the north as well as McClain Road and other local roads for Breese Road cross traffic.
- d. Immediately upon opening of the Breese Road interchange, McClain Road will be closed and the bridge demolished. This will allow for the completion of the second half of Phase 1 mainline I-75 work where the mainline is shifting under McClain Rd.
- e. McClain road will remain closed for approximately 1 full year (second half of 2014 into the first half of 2015).
- f. The SR65 interchange will be reconstructed over the two full construction seasons.
- g. The NB on-ramp and SB off-ramp will likely be closed for most of the two year project due to site complexities and safety issues.
- h. The SB on-ramp and NB off-ramp will remain open most of the time and will be reconstructed part-width.
- i. SR65 will be reconstructed through the interchange area by using part-width construction methods. One lane in each direction will be maintained at a minimum except for short-term closures for bridge demolition and beam erection.
- j. Yoder Road will be removed from the NB entrance ramp and relocated to intersect with SR65. Local traffic will be maintained.
- k. The Hanthorn Road overpass will be closed for nearly the duration of the project (Spring 2014 – Summer/Fall 2015) to facilitate the shifting of the I-75 mainline below.

For more information please access the project website at: www.Allen75Study.com